



City of Seattle

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Seattle Freight Advisory Board

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Warren Aakervik

Linda Anderson

Cliff Bates

Bari Bookout

Eric Candelaria

Terry Finn

Chris Martin

Mike Sheehan

Bob Viggers

Cameron Williams

The Seattle Freight
Advisory Board shall
advise the City Council,
the Mayor, and all
departments and offices
of the City in
development of a
functional and efficient
freight system and on all
matters related to freight
and the impact that
actions by the City may
have upon the freight
environment.

City Council Resolution
31243

Seattle Freight Advisory Board Meeting Minutes

Date/Time: April 19, 2011 / 9:30 a.m. – 11:30 a.m.

Location: Seattle City Hall, L280

Members Present:

Warren Aakervik, Linda Anderson, Bari Bookout, Eric Candelaria, Terry Finn, Anne Goodchild, Michael Sheehan, Bob Viggers

Guests Present: Craig Ackermann (South Park Transportation Committee), Jim Tutton (Washington Trucking Association), Neal Komedal (Seattle Bicycle Advisory Board), Jodi Vice (Cleancescapes), Kristen Lohse (Seattle Pedestrian Advisory Board), Christine Wolf (Port of Seattle), Chad Shuster (WSDOT), Tim Hedges (Jacobs), Luke Lamson (Duwamish TMA), Thomas Noyes (WSDOT-UPO).

City Staff Present: Peter Hahn, Charles Bookman, Eric Widstrand, Chris Eaves, Barbara Gray, Kristen Simpson, Ron Borowski, Carol McMahan, Eric Tweit, Eric O'Brien, Bob Powers (all SDOT).

Welcome and Introductions

Board members, city staff, and other attendees introduced themselves.

Public Comment

There were no public comments.

Approval of Minutes

Minutes were approved as drafted.

Chair's Report and Announcements

Anne Goodchild reported that:

- She received an invitation to attend a CTAC III Business/Freight roundtable to be held April 25.
- She attended a meeting convened by SDOT Director Peter Hahn with the chairs and vice chairs of the freight, pedestrian and bicycle boards. There will be more meetings of this group and she asked for input from board members on goals or topics.
- She would like to have a representative from the freight board attend the meetings of the pedestrian and bicycle boards. The pedestrian board meets the second Wednesday of each month from 6 to 8 pm in the Boards and Commissions room. The bicycle board meets the first Wednesday of each month from 6 to 8 pm in the same location. Board members should contact

Seattle Municipal Tower, 700 5th Avenue, Suite 3800, PO Box 34996, Seattle, WA 98124-4996

Tel: (206) 684-4103 Tel: (206) 684-5000 Fax: (206) 684-5180

Web: www.seattle.gov/sfab/

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Anne to volunteer, or to nominate another member, and representatives will be appointed at the May 2011 meeting.

CTAC III

Presenters: Kate Joncas, co-chair of the CTAC III committee and Tracy Burrows of SDOT. The Citizens Transportation Advisory Committee III advises the mayor and City Council on transportation funding alternatives and priorities. The first task of CTAC III is to develop a proposed project list and spending plan for anticipated revenues generated by the \$20 annual vehicle license fee (VLF) through the Seattle Transportation Benefit District (STBD). The second task of the CTAC III will be to undertake a full review of the city's transportation funding system and evaluate and examine the potential for a ballot measure asking Seattle voters to fund additional transportation projects.

CTAC III is thinking about basic maintenance needs versus needs for new infrastructure, and is also mindful of the fact that the Bridging the Gap levy will be up for renewal in 2015. They recently completed a telephone survey and are meeting with stakeholder groups, including the April 25 Business/Freight meeting mentioned in the Chair's report.

Tracy and Kate walked through the decision tree being used by CTAC III to weigh priorities and asked the board for comments on CTAC III.

Comments included:

- It's difficult to answer these questions without knowing the constraints.
- Other agencies (e.g. PSRC) look at the job-producing benefits of each project as part of the prioritization process and that should be part of the consideration here.
- It's difficult to identify projects without a freight plan that includes a prioritized project list.
- A dependable Major Truck Streets network connecting to the state routes and interstates is very important.
- Trucks want routes where they won't affect other traffic (e.g. by having to pull over or turn around). Do all streets need to accommodate all modes?
- Keeping traffic moving during construction is important. Car detour routes do not always work for trucks. Congestion leads to higher costs for fuel.
- Truckers need to know in advance about restrictions (due to load types) and detours.
- Truck loading zones being used by commercial vehicles that are not trucks (e.g. salesmen) are an issue.
- Potholes are a concern. Avoiding potholes leads to swerving. Potholes are a sign of deferred maintenance.
- Consider separate levies for necessary projects and "nice to have" projects.
- The Port's mission is to create jobs so focus on projects that have the greatest return for the freight system. An efficient system connecting to port facilities (cargo, airport, cruise ship) benefits all.

- Need to focus on getting a freight master plan that would provide direction, and on deferred maintenance.
- Need to tie Seattle freight planning with State planning.

CTAC III has requested a letter from the board by April 21. Bari and Terry offered to prepare a draft for board review.

More information about CTAC III is available at www.seattle.gov/transportation/ctac.htm

West Mercer Place

Presenters: Eric Tweit and Eric O'Brien, both SDOT

The Mercer West Project will complete the City's vision for a direct, two-way connection between I-5 and Elliott Avenue West, continuing the segment of work constructed by the Mercer East Project. The project includes:

- Widening Mercer between Dexter Avenue N and Fifth Avenue N, including the underpass at Aurora to provide three lanes in each direction, left-turn lanes, wider sidewalks, and a bicycle path;
- Converting Mercer Street to two-way operation with two lanes in each direction and turn pockets between Fifth Avenue N and Queen Anne Avenue N;
- Converting Roy Street to a two-way street with bicycle lanes between Fifth Avenue N and Queen Anne Avenue N;
- Creating a new Sixth Avenue N connection between Mercer and Harrison streets; and
- Closing Broad Street to re-connect the street grid between Ninth Ave N and Fifth Ave N.

The project team is evaluating the feasibility and benefits of a second east-bound lane and sidewalk on West Mercer Place, and are reviewing alternatives including:

1. Adding a sidewalk on the south side of West Mercer Place
2. Adding a sidewalk and bicycle lane on the south side of West Mercer Place
3. Adding a sidewalk and bicycle lane and extending the second vehicle lane approximately half way up the hill.
4. Same as #3, but extending the second vehicle lane all the way up the hill.
5. Extending the left turn lanes on southbound Elliott Avenue West (this can be done independently of the other alternatives).

Traffic modeling was conducted, and new truck counts collected in September, 2010.

Comments and questions from the board included:

- Would West Mercer Place become a Major Truck Street since it connects I-5 to Elliott Avenue West? Response: Whether to formally designate it as a Major Truck Street could be addressed as part of a freight planning process. The 30% Designs for Mercer West will incorporate design for WB-67 trucks to use Mercer to Fifth Ave N to Broad St when Broad Street is closed.
- Nickerson affects the use and volumes on West Mercer Place.

- Mercer between 5th Ave W and Queen Anne Avenue backs up and it is difficult to turn left onto the cross streets.
- The traffic modeling does not show travel time benefits/impacts of adding a bike lane.
- Is a trail through Kinnear Park an option for pedestrians and bikes? Response: The Seattle Department of Parks and Recreation is working with a community group to improve pedestrian and bicycle connections through the park. This would be an option, but doesn't necessarily replace facilities on West Mercer Place.
- Will the westbound to northbound merge from West Mercer Place to Elliott Avenue West be affected? Response: No, this movement would not change at all.
- Why not look at Denny instead of West Mercer Place? Response: Denny will still be available, but will not provide direct access to the bored tunnel (access will be via Sixth Ave N).
- Extending the left turn lane on southbound Elliott Avenue West should be done right away. Response: this is a possibility, depending on funding.
- Very few bicycles and pedestrian use West Mercer Place so separate them from traffic via Kinnear Park or the Thomas Street overpass or have bikes share the possible sidewalk on West Mercer Place.

More information about the project is available here:

www.seattle.gov/transportation/mercero_west.htm

Major Truck Street Plans

Presenters: Eric Widstrand and Carol McMahan, both SDOT

SDOT is planning to add bicycle facilities to four Major Truck Streets in 2011. These projects do not reduce the number of lanes.

Fremont Avenue N between N 34th Street and N 36th Street: add sharrows to complete the connection of this route. The current peak hour parking restrictions between N 34th Street and N 35th will remain; the peak hour parking restrictions on both side of the street between N 35th Street and N 36th Street would be removed.

Elliott Avenue: The original plan had the bike lane on the west side (right side) of Elliott Ave. In response to concerns from the freight community about a bike lane crossing the Elliott Ave on-ramp to southbound SR 99, SDOT re-evaluated the corridor and designed the bike lane to be on the east side (left side) of this one-way street. In this design the right lane will be narrowed from 15' to 12.5' at the On-Ramp to SB SR 99.

Discussion:

- In response to concerns from the board about trucks being able to make the turn from Elliott Avenue to the southbound SR 99 ramp, Eric Widstrand agreed to look at increasing the width of the western lane.

Western Avenue: Includes a bike lane from Blanchard Street to Battery Street and sharrows from Battery Street to Broad Street. The project will also provide new dedicated turn lanes for vehicle traffic at some intersections and wider travel lanes.

Maynard Avenue S: Currently Maynard Avenue S has two 14-foot travel lanes southbound. The project would narrow the lanes to 12' and 11' to create a 5' bike lane between S Dearborn St and S Charles St. Between S Charles St and Seattle Blvd S, the current lane configuration will remain, with shared lane markings (sharrows) added.

Following the presentation, there was a brief discussion of whether it was useful to have short sections of bike lanes that then shift to sharrows:

- Eric Widstrand noted that when the space is available, SDOT likes to provide dedicated space for bicycle, but space is not always available.
- Neal Komedal (Seattle Bicycle Advisory Board) noted that routes shift from sharrows to bike lanes and back all over the city. He also assured the board that bike lanes do not give cyclists a false sense of security.

Other Business

In response to a question earlier in the meeting about Boeing's recent announcement that approximately 1,900 employees would be moving to facilities near Boeing Field, Eric Widstrand said that the additional trips could be accommodated by the planned configurations of Airport Way South and East Marginal Way South.

Adjournment

The meeting adjourned at 11:35am. The next meeting is scheduled for May 17, 9:30am to 11:30am, Seattle City Hall Boards and Commissions Room L280.